

THE ILLUSTRATED WAR NEWS



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GREAT BRITAIN TO POLAND & GALICIA FUND.

*Help Suffering Poland by contributing to the
Great Britain to Poland and Galicia Fund.*

AN area seven times the size of Belgium has been ravaged three times by the Germans. Millions are homeless and starving. Old men and women in the midst of the bitter, hard winter have lost the roofs over their heads, and when children stretch out their thin arms crying for bread, their mothers can only answer with tears.

The spectre of hunger has cast its withering hands over the vast land between the Niemen and the Carpathians. Workmen have lost their work, for all the workshops and factories are shut. The plough is rusting from want of use, for the labourer has been robbed of tools and seed. Epidemics have spread throughout the country, and the domestic hearth is extinguished.

HAS POLAND THE RIGHT TO YOUR HELP?

Yes ; every nation has this right in the name of humanity. But Poland has the right also in the name of her historic past. During centuries Poland was the messenger of progress, the defender of the oppressed.

Wherever great disasters struck the peoples, bringing hunger and need, Polish offerings flowed thither. Let the Polish towns and villages spring to life again from their ruins ! Let Polish hearts know other feelings than pain, let the voice of Poland not only speak in a sigh ! Let Polish mothers be able to give their children something more than tears !

Also, by helping Poland you will be able to show your practical admiration for the splendid part played in this war by our ally, great, brotherly Russia.

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It's a gun you can take a pride in. It is so well handsomely finished, and has so many real gun that you will take a true gun-lover's joy in handling taking care of it.

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1000 Shot Lever Action, 10/6

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The Illustrated War News.

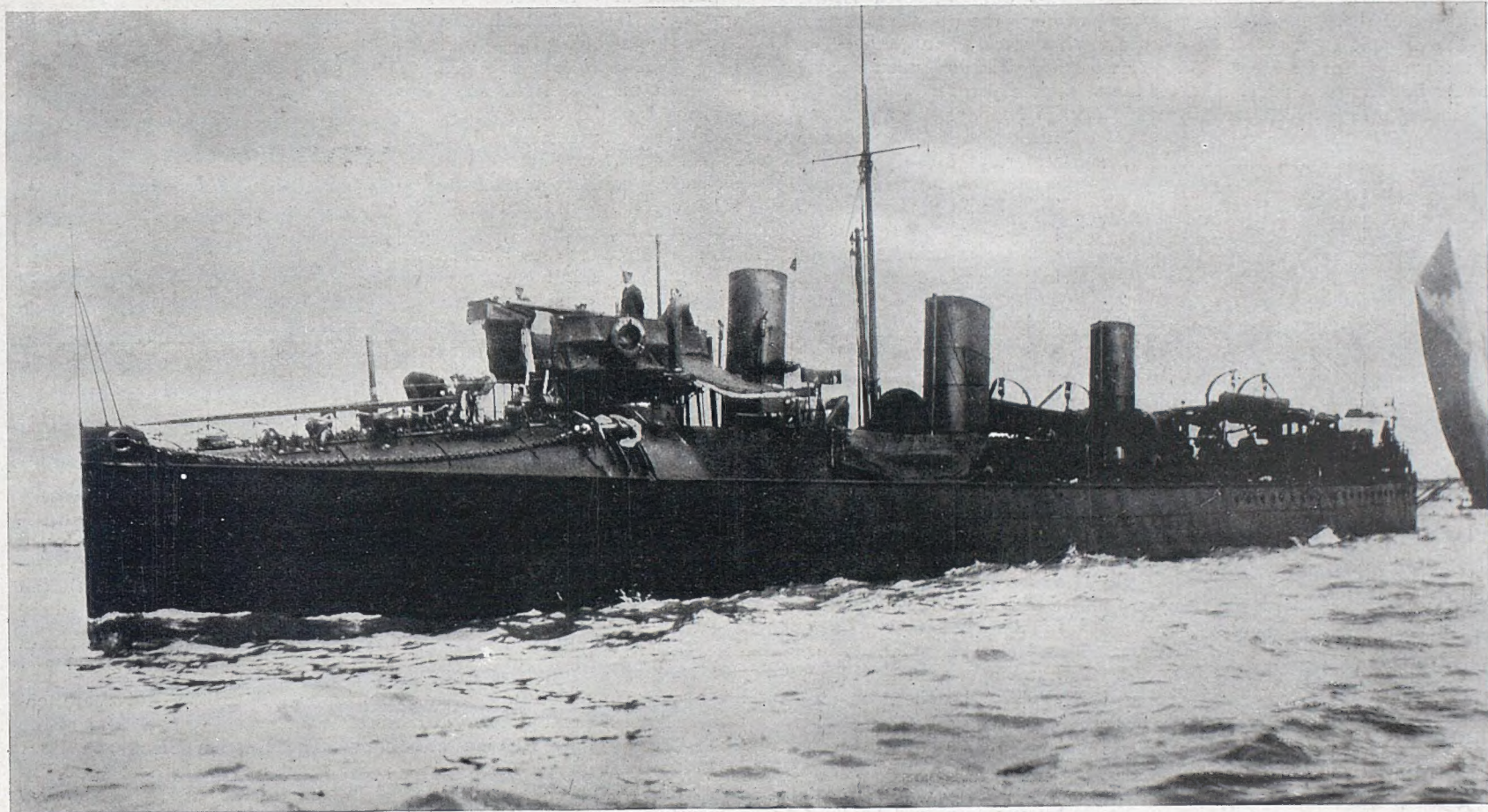


Photo. Topical.

SUNK IN THE NORTH SEA BY A GERMAN SUBMARINE: H.M. DESTROYER "RECRUIT" (1896).

THE GREAT WAR.

THE East for the moment obscures the West. An Admiralty report has precipitated rumour into fact, and we now know definitely that Allied forces have been landed both on the European and Asiatic sides of the Dardanelles. The particular task before our own men is the subjugation of the Gallipoli Peninsula, and to clear the defending troops from the difficult country and the forts that protect it, in conjunction with the gun-fire of the Fleet. Already we know officially that an army under Sir Ian Hamilton has landed on the toe of the peninsula, near Cape Tekeh and also near Eski Hissalik, and that that force, after establishing



THE ONLY AUTHENTIC PORTRAIT OF ONE OF THE FIRST THREE INDIAN V.C.'S: NAIK DARWAN SING NEGI, 39TH GARHWAL RIFLES.

Nalk (now Havildar) Darwan Sing Negi received the V.C. for gallantry near Festubert on November 23. He was personally decorated by the King in France, and later returned to India.

itself across from water to water, is already making some movement forward. The landing was accomplished with skill and courage in the face of an active resistance by the Turks, and over any amount of passive but unpleasant obstacles in the shape of submerged wire entanglements, deep pits with spikes at the bottom, and the like. A later and more detailed report from the Admiralty and War Office gives us some idea of the success of the disembarkation. Troop-ships were concentrated about the end of the peninsula in the area first named, and also near Gaba Tepe. Landing was effected on several beaches, mainly with success, though at Sedd-ul-Bahr there were difficulties. These were overcome with great dash by our men, and landings were made good in the face of vigorous opposition.

The Australian and New Zealand troops did particularly well, showing the same spirit as their Colonial brothers the Canadians, landing and forcing their way forward with great gallantry in the Gaba Tepe district at Sari-bair, in the face of opposition. The troops at the toe of the peninsula also advanced towards Krithia. Indeed, the success is palpable enough, and though the country over which our men must fight is made difficult by hills and ravines, and is heavily entrenched, it is certain that success will ultimately come to hand from this carefully planned and deliberate movement.

The French are already making their definite successes on the Asiatic side of the Straits. After landing successfully, on April 25, at Kum Kale, the promontory facing the end of Gallipoli, they have been able to beat off heavy attacks of the Turks, and to capture 500 of their enemy into the bargain. The Asiatic shore of the Straits is less difficult than the European. The country is flatter, less fitted for defence, and not so amenable to concealment. Still, the task is not a light one, and we must be patient yet awhile, and not expect astounding victories in a matter of moments. That the Allies are co-operating with great determination is shown by the bombardment of the Bosphorus forts by Russian war-ships. The Russian Black Sea Fleet shelled the Turkish defences with great effect and little hurt to themselves. Big explosions were observed in some of the forts, and a furtive attempt at attack by the Ottoman war-vessels failed miserably enough. There is, indeed, very little left but misery for the Turks in this area of war. And, as the Russian report an advance in the Caucasus, and from



APPOINTED MAJOR-GENERAL TO COMMAND THE TROOPS IN BRITISH EAST AFRICA: BRIGADIER-GENERAL M. J. TIGHE.

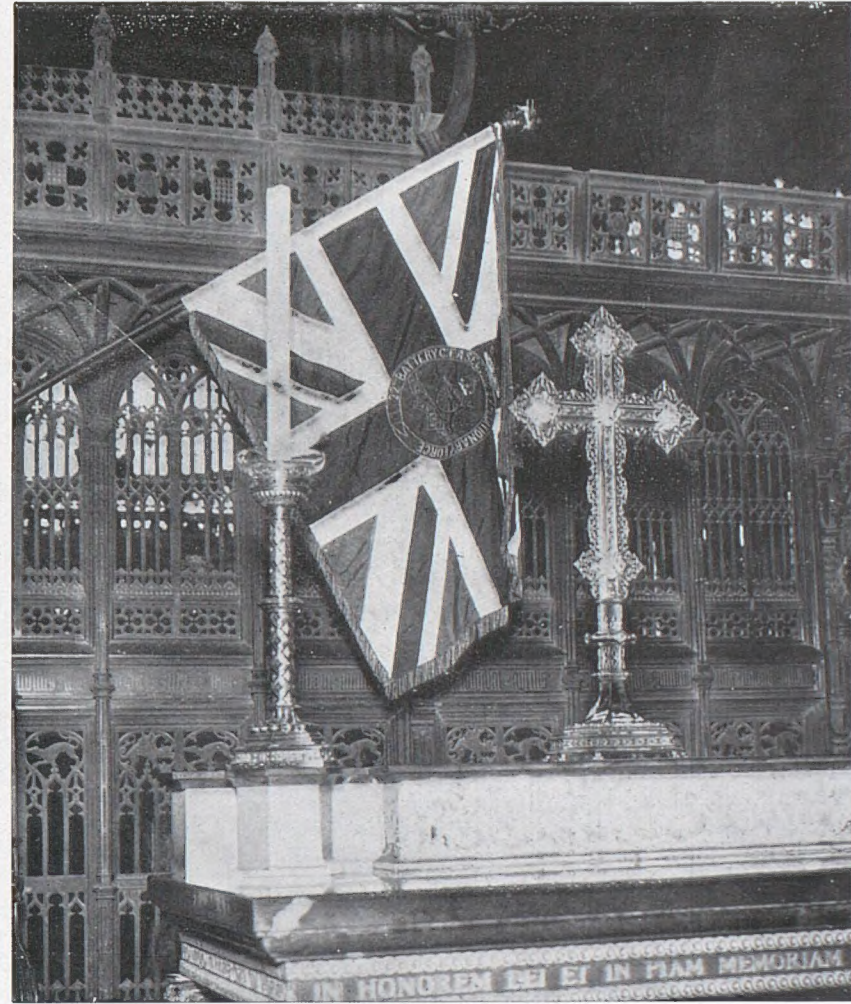
General Tighe served in the Burmese War, the Red Karen Expedition, the Chin-Lushai and the Chin Hills Expeditions, and the East African Expedition of 1895. He commanded the Uganda, Aukole, and Unyoro Expeditions, and the operations in Mukram and South-East Persia.—[Photo. by C.N.]

[Continued overleaf.]



A WAR TROPHY: BRITISH SOLDIERS WITH A CAPTURED GERMAN FLAG.

The men at the front are naturally eager to obtain war trophies. Articles of German equipment, especially spiked helmets, are much prized for this purpose, but it does not fall to the lot of every soldier to acquire a German flag. The correspondent who sends this photograph says that there is a friendly rivalry for the possession of the trophy between the two men holding it.—[Photo. by Topical.]



FOR KING, CANADA, AND EMPIRE: CANADIAN ARTILLERY COLOURS IN WESTMINSTER ABBEY.

The colours are those of the 22nd Battery, Canadian Field Artillery, placed in Henry the Seventh's Chapel in Westminster Abbey. In his story of the recent heroic fight of the Canadians near Ypres, the Canadian Recording Officer says: "The artillery never flagged in the sleepless struggle in which so much depended on its exertions. Not a Canadian gun was lost in the long battle of retreat"—[Photo. by Record Press.]

our own Egyptian forces we have news of a successful brush with Turkish rearguards—a small affair but pleasant—about twelve miles from the canal, there is not much happiness for them elsewhere.

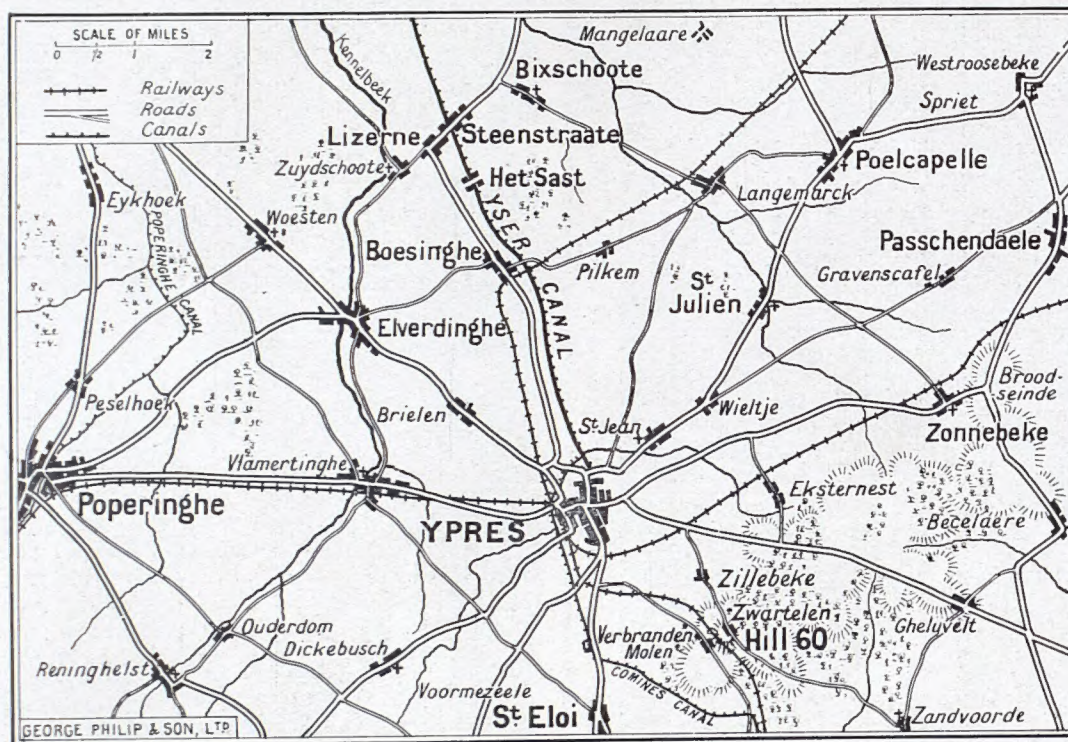
The nucleus of military thought in the west still centres on the fluctuant battlefield to the north-east of Ypres, where the Germans forced a considerable advance through the mediums of surprise and asphyxiating gas of chlorine or bromine nature. After making much ground with their rush, and forcing the Yser Canal with much loss to themselves, their aggressive ran down in a way now usual with German effort. Early in the week the French, British, and Belgians got the measure of the attack, and in spite of every German effort, both in the field and by wireless reports, the counter-moves began to progress. Our own advance began to make steady headway in the region of St. Julien; the French began to push the enemy back about Het Sast, and to drive them out of Lizerne—where they lost 600 men and a number of machine-guns—until the Germans had but a bridge-head on the Yser-Ypres Canal at Steenstraate. At the same time the Belgians, defying asphyxiation, beat back with savage loss three powerful attacks south of Dixmude, as well as crippling an advance made from Steenstraate later in the week. On the whole, though the Germans have indubitably made gains over this area, their advance has not developed with any degree of vigour, and is now gauged and held,

mainly through the dash and courage of the Allied troops, amongst which the Canadians showed magnificent élan.

The Germans, on the other hand, are annotating our communiqués with their full and considerable genius for denial. We have *not* made progress in the region of Het Sast or anywhere else, and they bolster their denials with loud reports of guns captured, men captured, and British troops leaving the field in precipitate fashion. We can believe the Germans if we like; but, on the whole, we do not like. They deny too much. The Germans also deny the French success at other points. The French admit that they lost the summit of the Alsace height, Hartmannsweilerkopf, but insist that they won it back the next day. The Germans do not agree, insisting that the height is in their hands still; the only answer the French have made is to describe their troops as not only winning the summit, but also busy in their progress down the eastern slopes. There has also been much fighting on and about the St. Mihiel wedge, where the Germans have endeavoured to relieve the pressure by attacking with great strength south of Les Eparges near St. Remy. The attack—

developed with much artillery display and a great mass of assault—broke down with excessive loss (over 1000 dead were counted in this area alone), and in their vigorous counter-attack the French were able to make a considerable advance of not less than two-thirds of a mile. The heavy casualties they have

(Continued overleaf.)



WHERE THE FIGHTING IN FLANDERS IS TAKING PLACE: YPRES AND THE NEIGHBOURING DISTRICT, SHOWING HILL 60, LANGEMARCK (THE LOCALITY OF THE GERMAN POISON GAS OUTRAGE AND OF THE CANADIAN CHARGE), ST. JULIEN, LIZERNE, AND STEENSTRAATE, WHERE THE GERMANS HAVE BEEN HOLDING THE BRIDGE-HEAD.



CANADIANS WHO FOUGHT HEROICALLY AT YPRES: REGIMENTS WHICH DISTINGUISHED THEMSELVES IN THE STRUGGLE THAT SAVED THE SITUATION.

The Canadian troops fought with the utmost heroism in the critical days when the Germans, by their poisonous gases, broke the French line near Ypres, leaving the Canadian left exposed. The regiments here represented shared in the glorious deeds. The 13th Battalion of the Royal Highlanders of Montreal had unfortunately to be left behind when the 3rd Canadian Brigade evacuated St. Julien, and

their rifle fire as they still resisted was heard for several hours. The 50th Winnipeg Rifles held the left of the 2nd Brigade's position at a most critical moment. Our photographs, taken while the Canadians were in England, show: (1) The Montreal Royal Highlanders; (2) The 90th Winnipeg Rifles, at Stonehenge; (3) A company of the 2nd Battalion; (4) The 48th Canadian Highlanders.—[Photos. by Topical.]

suffered this week and the setbacks they have experienced heavily counter-act the German success of last week.

Along the Russian line of front there have been many signs of German and Austro-German activity. There appears to have been extensive concentration of troops along the Carpathians and some strenuously abortive attempts to break through the Slav front there. In the region of the Uzsok Pass the enemy have made repeated and daily attacks along a line, Lubnia-Bukowice-Sianki. All of these attacks have been resisted and flung back, some with enormous losses. The Russians, on the other hand, have made no appreciable advance, and they are probably content to let their enemy exhaust himself by tremendous and fruitless effort. In any case, with the great concentration before them, and in the difficult land to be traversed, the Slav task is no simple or easy one. It is, perhaps, not very much complicated by the stubborn attempt of the Austrians to force their way upward in the direction of Stry. Here there has been much fighting, mainly in the Russian favour, and great losses in men and hauls of prisoners have been debited to the Austrians; at one point an entire battalion surrendered.

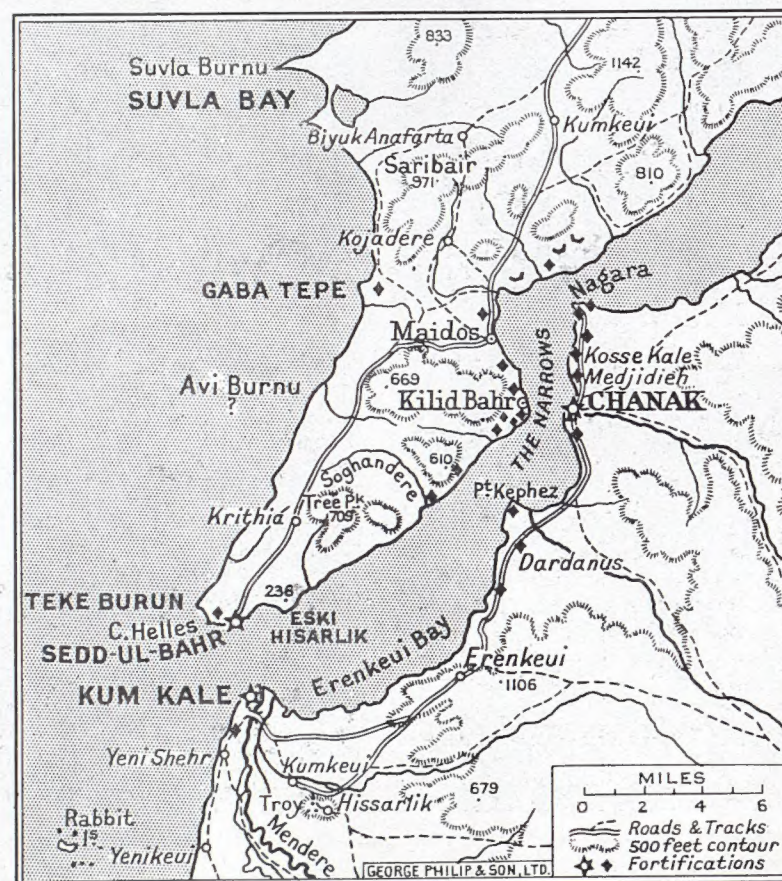
At the other extremity of the Russian line the Germans have shown a spring activity along the Narew-Niemen front. Attacks have been pushed Warsaw-wards on the Upper Niemen, on the River Dubissa, where keen fighting is going on and is yet undecided, between Pissa and Szwka, where the Germans were decisively thrust back, at the village of Tartak, and in the Przasnysz region. These advances have been checked, though

near Starovezeba the lines have come into contact, and a battle of desperate nature is now raging. On the whole, none of these military adventures are likely to meet with reward against this strong Niemen front, though the German energy of activity is notable, and should help

to convince people that the Germans are not beaten yet, and that a great deal of effort will be demanded before the Allies win their final victories.

The incidentals of frightfulness with which the Germans are garnishing their campaigns have accomplished their usual abortive round this week. The inevitable Zeppelin appeared over the East Coast counties, with the inevitable result—that is, it did a small amount of damage to civilian property, and no military end whatsoever was attained. The Germans in this case have thoughtfully given us their planned objective. "The coast fortifications of Harwich were bombarded," their communiqué stated. Nothing more need be said than to observe that, in aiming at Harwich, the enemy managed to hit Bury St. Edmunds and Ipswich only. Something of the value of these German aircraft as weapons of precision may be gathered from the fact that there was a bright moon shining that night, and that, in spite of this illumination, the aerial enemy fired determinedly at Harwich and killed a dog in Bury St. Edmunds. More interesting, but equally senseless, is the long-distance bombardment of Dunkirk. This French port was startled by the falling of a number of great shells into its midst. The shells came apparently from nowhere, and at first the rumourist got busy with tales of the German Fleet at sea and a coastal bombardment. Unfortunately—for

[Continued overleaf.]



WHERE THE ALLIED TROOPS LANDED AT THE DARDANELLES: THE BRITISH ARE ATTACKING IN THE GALLI POLI PENINSULA AND DISEMBARKED AT THREE POINTS BETWEEN CAPE HELLES AND GABA TEPE; THE FRENCH ARE ATTACKING ON THE ASIATIC SIDE, AND LANDED NEAR KUM KALE.



AN HEROIC AIRMAN: 2ND LIEUT. W. B. R. RHODES-MOORHOUSE.

"Eye-Witness" has told how one of our airmen dropped a bomb at Courtrai, and was the target of many weapons. He was wounded. He might have saved his life by coming down in the enemy's lines, but flew back to the British. Doing so, he was wounded mortally. He continued to fly; returned to his base; and reported. This evidently refers to 2nd Lieut. W. B. R. Rhodes-Moorhouse.



IN COMMAND OF THE MAGNIFICENT CANADIAN DIVISION: LIEUT.-GEN E. A. H. ALDERSON.

Lieut.-Gen. E. A. H. Alderson, C.B., is the commander of the Canadian Division which has won for itself undying glory by its magnificent fighting at the front. He appears in the Army List among the "Officers who have been Selected for Reward for Distinguished and Meritorious Service." He has seen considerable active service. He entered the Army in the Royal West Kents.—[Photo. by Elliott and Fry.]



THE PROPELLER OF A GERMAN AIRCRAFT BOMB:
A RELIC OF A RECENT RAID.

This small propeller, with 3-inch blades, was found fitted to a bomb which dropped in a field in Northumberland, but did not explode.—[Photo by Topical.]

ignored, a warning that the vessel would be torpedoed or destroyed on her way to Britain; and the German Embassy has issued, without consulting the American State Department, an advertisement to all the principal American newspapers in which it was made plain that passengers take their lives in their hands if they travelled on British or Allied vessels, for such vessels are liable to be destroyed in the "war zone." The passengers, as has been noted, are as much concerned about this as British and Allied shipowners—that is, they pay the advertisement no attention. Exactly what attention the American State Department will give to this additional and quite gratuitous affront to official America is another matter. Meanwhile, the Germans have torpedoed a couple of vessels in the Atlantic close to our shores; and, what is really a more purposeful loss to us, an Austrian submarine sunk the fine French

our Fleet—this did not prove to be true. The shells were being dropped from the German lines, which are certainly not less than eighteen miles from Dunkirk. A number of quite innocent people were killed in this episode—or rather, string of episodes; for the bombardment, starting on Friday, continued, but with no great zeal, through Saturday—though what military purpose, apart from advertising the fact that the Germans possess a gun of great range, the shelling may represent has not been made apparent to the world.

Sea-frightfulness has developed into threats once more. The passengers of the *Lusitania* have received, and

armoured cruiser *Léon Gambetta* within twenty miles of the Italian coast. The vessel was a total loss, and of her complement of over 700 souls all perished save 136. Amongst those drowned were Rear-Admiral Sénès and practically the whole of the officers, all dying with the utmost gallantry, calling out "Long Live France!" even as they sank.

In the colonies there is nothing much to report, save an exceedingly brilliant piece of work carried out by a flying column under General Mackenzie in German South-West Africa. By cleverly cutting the railway north of Gibeon, a body of 800 of the enemy, fleeing from Keetmanshoop and Seeheim, were rounded up, engaged, and defeated. General Mackenzie dispersed the enemy, captured 200 and more of them, and most of their artillery; and, thanks to the break in the rail, took much transport and

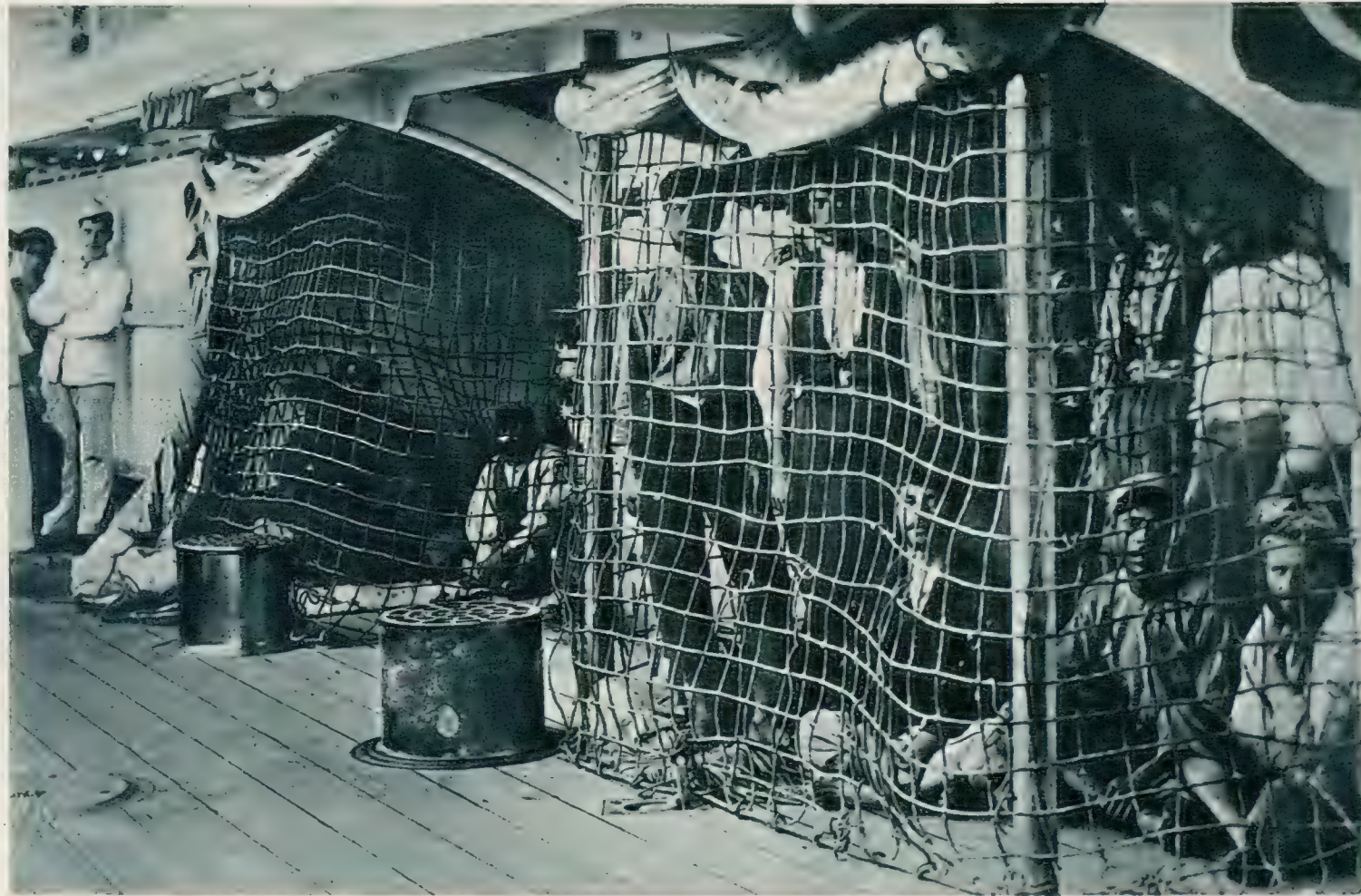


WAR ON THE PLACE: A BATHING-MACHINE BARRICADE AT NIEUPORT-LES BAINS.

live stock. The pursuit was carried on for twenty miles over exceedingly difficult country, and the German force thoroughly dissipated in the process. Our advance there is sure and rapid.

LONDON: MAY 3, 1915.

W. DOUGLAS NEWTON.



CONFINED BEHIND NETTING ON THE DECK OF A BRITISH WAR-SHIP: AN OPEN-AIR PRISON FOR CAPTURED TURKS.

Particulars are lacking (doubtless for Censorial reasons) as to the exact circumstances or locality in which these Turkish prisoners were taken, but the photograph reaches us from a certain place in the Mediterranean. Presumably, therefore, they were captured during the naval operations in the Near East. The photograph is interesting in itself as showing the ingenuity of the British sailor in arranging an

improvised prison on board. Although there may be a certain loss of personal dignity in being confined behind netting, yet this open-air prison is decidedly more humane than would be some dark corner below decks, and we may be sure that the prisoners are treated with the customary humanity and courtesy which the men of the British Navy invariably display towards their foes.



SURVIVING GERMAN SHELL-FIRE AS IT HAS SURVIVED ALL THE SIEGES OF THE TOWN SINCE 1385:
THE ANCIENT TOWER OF THE TEMPLARS AT NIEUPORT.—[DRAWN BY ALFRED BASTIEN.]



WHERE THE ENEMY TRIED TO CROSS THE YSER BY NIGHT ON RAFTS, BUT WERE STOPPED BY BELGIAN MACHINE-GUNS: A SHATTERED FLOUR-MILL AT DIXMUDE HELD BY THE GERMANS.—[DRAWN BY ALFRED BASTIEN.]



USED BY THE ENEMY IN ENDEAVOURS TO CROSS THE YSER BY NIGHT: CAPTURED GERMAN RAFTS EMPLOYED NEAR DIXMUDE.

The rafts seen here are some of those which the Germans used at Dry-Grachten and on other occasions in the neighbourhood of Dixmude, in their constant efforts to cross the Yser at night and break through the Belgian outposts on the southern bank of the river. The enemy have for weeks on end been making repeated efforts to cross the narrow river and regain their foothold on the southern side by silently poling

the rafts across, crammed with men and with machine-guns: but their efforts have, so far, been beaten back, through the vigilance of the defenders. At Dry-Grachten (Three Canals) some of the raft parties got across—but not one got back, and their rafts remained in the hands of the victorious French and Belgians. The enemy must surely begin to recognise the futility of their raft method.



BEGUN AND FINISHED IN THE DARK: A BRITISH CASK-PONTOON BRIDGE OVER THE YSER CONSTRUCTED IN ONE NIGHT.

The bridge across the Yser, in the neighbourhood of Dixmude, shown in the above photograph, was constructed there recently during the course of one night by the British, who took advantage of a temporary slackening in the incessant fighting that is ever continuing in that quarter. The empty-cask floats utilised to serve as supporting pontoons were prepared on the bank, guided into position in the

water, and finally moored securely in position; then the roadway planking across them was laid down of sufficient width to allow of infantry in formation traversing the bridge—all under cover of and in spite of the darkness. The operation, it would appear, was not detected by the enemy in the neighbourhood, who, to prevent such work being carried out, continually sent up star-shells.



"A LAND OF WHIPPED CREAM": THE EVER-SHIFTING SAND-DUNES ON THE BELGIAN COAST, WHERE "A DESPERATE STRUGGLE AT SHORT RANGE CONTINUES FROM DAY TO DAY" BETWEEN THE BELGIANS AND THE GERMANS.



"LA FÊTE DE LA GLOIRE" AT THE TROCADÉRO IN PARIS: A NATIONAL MATINÉE ATTENDED BY WOUNDED, BUT CHEERFUL, FRENCH SOLDIERS AND THEIR NURSES.—[DRAWN BY J. SIMONT.]

Little Lives of Great Men: XVI.—General Sir Ian Hamilton.

GENERAL Sir Ian Standish Monteith Hamilton, commanding the British and French land forces now invading Turkey, first saw the light of day not so very far from the scene of his present labours, for he was born at Corfu sixty-two years ago. He is the eldest son of Colonel Christian Monteith Hamilton and Corinna, daughter of the third Viscount Gort. Educated at Cheam and Wellington, Ian Hamilton entered the Army in 1873, and five years later, in Afghanistan, saw his first war service, for which he was twice mentioned in despatches and received the Afghan medal with two clasps. He was again mentioned in despatches for his distinguished conduct in the Boer War of 1881, and won further honours in the Nile Expedition of 1884-85. These distinctions were, mentioned in despatches, the brevet rank of Major, the medal with two clasps, and the Khedive's Star. The Burmese Expedition gave Major Hamilton his next opportunity, and in that he received the brevet rank of Lieut.-Colonel and the medal with clasp. In 1891 he attained the rank of Colonel. Four years later he was with the Chitral Relief Force, his services with which brought him further mention in despatches, the Chitral medal with clasp, and a Companionship of the Bath. He was in command of the 3rd Brigade in the Tirah Campaign of 1897-98, again received honourable mention and the special decorations incident to that memorable little war. Just before the outbreak of the South African War, which was to make Ian Hamilton's name a household word, he was Commandant at Hythe. Throughout the whole of the operations he did yeoman service, was present at Elandslaagte,



IN COMMAND OF THE LAND FORCES AT THE DARDANELLES:
GENERAL SIR IAN HAMILTON.

Photograph by Elliott and Fry.

Ladysmith, Waggon Hill, Diamond Hill, and other notable fights. His name continually appeared in despatches, and he was promoted Major-General. He acted as Military Secretary to Headquarters, which office he held until 1903, and during two years of that period—1901-2—he was Chief of Staff to Lord Kitchener. During the final operations he commanded mobile columns in the Western Transvaal. Promotion to the rank of Lieut.-General came to him in the field, and again he won frequent mention for his services. After the peace, he was appointed Quartermaster-General to the Forces until 1904. Thereafter he acted as Military Representative of India with the Japanese Field Army in Manchuria. On his return home he held the Southern Command from 1905 until 1909. It was while he held that office that he became for a time a teetotaler, in order to encourage temperance in the young soldiers under his command. Sir Ian, who was knighted in 1900, subsequently held the position of Adjutant-General to the Forces, Second Military Member of the Army Council. Since 1910 he has been General Officer Commanding in Chief in the Mediterranean and Inspector-General of the Overseas Forces. He is Colonel of the Queen's Own Cameron Highlanders, of the 9th Royal Scots, and of the 3rd Battalion Manchester Regiment. He holds the Distinguished Service Order, and is a Knight Grand Cross of the Bath. His foreign decorations include the Grand Cordon of the Japanese Order of the Sacred Treasure. To these were added certain high Prussian Orders, for Sir Ian in time of peace enjoyed the favour of the Kaiser, to whose boasting at manoeuvres he spoke a word in season about the capabilities of the British soldier. Sir Ian has also found time to be an author, and writes, as he fights, always with distinction.



CLEANLINESS BY RAIL—RUSSIAN AND GERMAN: BATH-TRAINS, WITH DOUCHES, FOR THE USE OF SOLDIERS FIGHTING IN THE GREAT WAR.

The Bath Train is one of the most valuable of the new departures in military sanitary methods brought into prominence by the war. The Russians first adopted the idea. We have published in earlier issues the photographs of the make-up and interior of Russian bath-trains. Following the Russian model, the Bavarians and other of the German Armies have introduced bath-trains as seen here. Photograph No. 1

is a general view of a Russian bath-train. No. 2 is a German bath-train with hot-water tank next to the engine, then the officers' bath-coach, a second bath-coach for the men, and, in rear, passenger-carriages used for undressing-rooms, as Photograph No. 3 indicates. No. 4 shows the interior of the officers' bath-coach, which has a tub-bath besides ten spray-baths.—[Photos. by St. Stephen's Intell. Bureau.]

"B"

X



HOW THE NAVY HELPS THE ARMY IN THE ATTACK ON THE GALLIPOLI PENINSULA: THE "INFLEXIBLE" BOMBARDING TURKISH POSITIONS.

Although more has been heard recently of the land forces on the shores of the Dardanelles, the Navy is still, of course, playing a very important part in the operations. The combined War Office and Admiralty statement of April 27 said: "The general attack on the Dardanelles by the Fleet and the Army was resumed yesterday. The disembarkation of the Army, covered by the Fleet, began before

sunrise at various points on the Gallipoli Peninsula." Both flanks of the British troops in their advance along the narrow peninsula can be protected by the guns of the ships. An official announcement of the 28th stated: "After a day's hard fighting in difficult country, the troops landed on the Gallipoli Peninsula are thoroughly making good their footing with the effective help of the Navy."



A "SHATTERING SALVO OF SOUND" IN THE DARDANELLES: 12-INCH GUNS OF A BRITISH BATTLE-SHIP FIRING AT TURKISH FORTS.

Describing recent naval operations in the Dardanelles, Mr. G. Renwick writes [in the "Daily Chronicle"] : "The most powerful fleet ever engaged in war-like operations assembled at the entrance to the Straits and began the work of hammering down the Hellespont defences. . . . The great war-ships sent forth shattering salvos of sound. . . . An English war-ship kept up a continuous cannonade. Bright

flashes of flame spurted from the mouths of the guns. The roars which followed were almost deafening at times. . . . The result . . . up to this evening appears to be that the Allies are now in complete possession of the tongue of the Gallipoli Peninsula, and of the flat shores of Suvla Bay, Meanwhile good progress has been made by the fire of the war-ships towards the reduction of the Narrows forts."



The Canadian Division were holding the positions to the north of Ypres on the immediate left of the French in the trenches near Langemarcke, on the afternoon of April 22, when the French, overcome by the dense cloud of asphyxiating gas from the German lines in front, had to retire. The Canadians extended their line to assist the French, and after that, during the night, it fell to them to counter-attack and drive back the

CHARGING TO RECOVER LOST 47's: THE CANADIAN THREE-QUARTER-MILE
enemy and retake the guns which had fallen into the enemy's hands in the first onrush of the Germans. Our illustration shows the Canadians in the act of making their heroic charge (the story of which has thrilled the whole Empire) in front of the wood in which were the temporarily lost 47 guns. The regiments which performed the feat were the 10th Infantry Battalion and the 16th Battalion of Canadian Scottish, men



DASH AGAINST THE WOOD HOLDING THE GUNS, THEN IN GERMAN HANDS.

of Alberta and British Columbia, comprising Seaforths, Camerons, Argyll and Sutherland Highlanders, and Gordon Highlanders. They charged, as one of their officers describes, over 1200 yards, three-quarters of a mile from the direction of St. Jean, taking one large and one small trench in front of the wood under an awful fire. On that they pursued the retreating Germans into the wood, regardless of its formidable defences

of sand-bag forts and dug-outs. The encounter there became a terrific bayonet-fight man to man, and in the end the Germans were driven from the wood by cold steel. "We fought in clumps and batches, and the living struggled over the bodies of the dead and dying." The attack, begun at midnight, was over and the guns recaptured in 15 minutes.—[Drawn by J. de G. Bryan from Material supplied by an Officer present.]



THE GERMANS' "BRUTALLY BARBAROUS" POISONING OF FRENCH SOLDIERS NEAR YPRES BY SUFFOCATING

Seemingly, it was on the French front in West Flanders, on April 22; that the Germans first made their devilish use on a large scale of poison fumes, employing them over a portion of the Ypres battlefield, six kilometres in extent. According to observers about five in the evening of the 22nd, the French troops holding the first line of the trenches saw suddenly displayed a number of white smoke-puffs, evidently as

the signal to the gas detachments. "Almost at once," we are told, "a thick curtain of yellow smoke arose and was blown gently towards the French trenches by the north-east wind. This curtain, which advanced like the yellow wind of Northern China, offered the peculiarity that it spread thickly on the ground, rising to a height of some feet. Certain of the French got clear in time, but many stood their ground and



GAS-FUMES : THE DENSE POISON-CLOUD ROLLING OVER THE GROUND BEFORE THE WIND INTO THE FRENCH LINES.

were overcome by the fumes, dying poisoned. The fumes rolled on over two kilometres of space from front to rear. Further back they became attenuated, but many men even then narrowly escaped suffocation. The Germans did not leave their trenches for a quarter of an hour. When the air cleared, they swarmed out, occupied the French trenches—bayoneting, it is alleged, all Frenchmen they found not dead. According

to Dr. J. S. Haldane's report to Lord Kitchener after investigation on the spot : "The symptoms and other facts so far ascertained point to the use by the German troops of chlorine or bromine for purposes of asphyxiation. There are also facts pointing to the use in German shells of other irritant substances, though in some cases at least these agents are not of the same brutally barbarous character as the gas."



THE STRUGGLE FOR THE YSER CANAL A FEW MILES NORTH OF YPRES: FRENCH ZOUAVES AND BELGIAN CARBINEERS

The village of Lizerne, a few miles north of Ypres, has changed hands more than once during the recent fighting. A French official *communiqué* of April 24 stated: "The Germans last night and to-day made an obstinate effort to turn to good account the surprise achieved the day before yesterday by means of their asphyxiating gases. Their effort failed. At dawn to-day they succeeded in carrying, on the left bank of the Yser, the village of Lizerne. A vigorous attack by our Zouaves and by Belgian Carbineers gave us back the village." It was stated in

an official
(April 24)
Carbineers



BERNARD CYCLISTS DRIVING THE GERMANS ACROSS THE CANAL AT LIZERNE.—FROM THE DRAWING BY ALFRED BASTIEN.

an official Belgian *communiqué* of the 26th: "Our artillery proved a useful help to the French, who made an attack on Lizerne, which had fallen into the hands of the enemy on Sunday (April 25), but was wrested from them again this afternoon." Our illustration shows French Zouaves driving Germans back over the Yser Canal at Lizerne, supported by Belgian cyclist Carbineers. In the foreground is a Belgian trench which the Germans had captured, filled with their dead after it had been retaken. Beyond are bursting German asphyxiating shells.



RUSSIA'S GIANT SIKORSKY BIPLANE: IN THE PILOT'S CABIN—LOOKING AHEAD.

The first giant Russian Sikorsky biplane carried out experimental flights at Petrograd two years ago. The first of the type adapted to war purposes has recently made its appearance at the front in East Prussia in dramatic fashion by cruising over the German positions and dropping bombs on the important railway-stations of Soldau and Mlava, on German Vistula transports at Plock, and on the enemy aero-



RUSSIA'S GIANT SIKORSKY BIPLANE: IN THE CREW'S QUARTERS—LOOKING AFT.

plane-base at Sanniki, seventeen miles south of Plock. "Ilya Mourometz," the name that M. Sikorsky gave to his initial craft, has become the type name; it is known that several of these Titan aircraft have been under construction as war-biplanes during last year, some for the Army, others, fitted with floats, for naval service. Externally of normal shape, these are, approximately, the giant biplane's

[Continued opposite]



Continued. **RUSSIA'S 3½-TON AEROPLANE FOR EIGHT! A GIANT SIKORSKY BIPLANE, ONE OF WHICH BOMBARDED THE GERMANS IN EAST PRUSSIA.**

dimensions: Length, 65 ft.; plane's span, 121 ft.; bearing surface, 1958 sq. ft.; space between planes, 9 ft.; weight, 3½ tons. There are four engines of between 400 and 600 h.p., two of which, it is claimed, may be disabled without endangering the biplane. With 400 h.p. the first "Ilya Mourometz" flew for two hours with her regulation crew of eight, and for over 1½ hours with sixteen on board,

carrying 1½ tons weight besides 8 cwt. fuel. A feature, shown in detail, on the page opposite, is the cabin on the fuselage with observation-windows at front and sides, pilot's apartment with dual control mechanism and searchlight apparatus, and saloon and sleeping quarters for the crew. In the illustration above, M. Sikorsky is on the right.—[Photos. by Integra! Propeller Co. and C.N.]



THE WAR, AT THE ACADEMY: "LANDRECIES, AUGUST 25, 1914," BY W. B. WOLLEN.—FIGHTING IN THE STREET.

In the little town of Landrecies, during the retreat from Mons, desperate fighting took place between the British and the Germans on August 26, ten days after the landing of the British forces in France. The First Corps had reached Landrecies in the evening, badly needing rest. "About 9.30 p.m.," wrote Sir John French in his despatch, "a report was received that the 4th Guards Brigade in Landrecies was

heavily attacked by troops of the Ninth German Army Corps who were coming through the forest on the north of the town. This Brigade fought most gallantly, and caused the enemy to suffer tremendous losses in issuing from the forest into the narrow streets of the town." The Coldstream Guards especially distinguished themselves on this occasion.—[Copyright Reserved by the Artist.]



THE WAR, AT THE ACADEMY: "CONSERVET CORPUS TUUM ET ANIMAM TUAM"—
BY W. H. Y. TITCOMB.

Within sound of the guns, amid bare trees and with no pomp and circumstance of religious ritual, there is a dignity which no cathedral could lend to this solemn service for soldiers who are willing to offer up the supreme sacrifice for the cause which they hold to be just.—[Copyright Reserved by the Artist.]



THE WAR, AT THE ACADEMY: "MASS FOR WOUNDED SOLDIERS IN AN ENGLISH
COUNTRY HOUSE"—BY W. HATHERELL, R.I.

The beauty of holiness is in this picture, and there seems nothing incongruous in the stately old hall, with its air of country-house comfort, being turned to higher purposes than hospitality. The dignity of courage and of suffering pervades the work.—[Copyright Reserved by the Artist.]



THE WAR, AT THE ACADEMY: "THE ARMED LINER 'CARMANIA' ENGAGING THE 'CAP TRAFALGAR.'"—BY W. L. WYLLIE, R.A.

The "Carmania's" battle with the "Cap Trafalgar" on September 14 last, in the West Indies, is specially interesting, because the two ships were of the same type and size, and met on equal terms. The "Carmania" (an 18-knot vessel of 1905) is a Cunard liner, taken over for service as an auxiliary cruiser. The "Cap Trafalgar" was a Hamburg-South America liner, also of 18 knots, built two years

ago. She mounted eight 4-inch quick-firers and pom-poms. Skilfully handled by her commander, Captain Noel Grant, R.N., the "Carmania" gained the upper hand and, after an hour and forty minutes' action, sank her antagonist. On the news reaching England, the Admiralty sent this message: "Well done! You have fought a fine action to a successful finish."—[Copyright Reserved by the Artist.]



THE WAR, AT THE ACADEMY: "THE ROARING 'LION,' NORTH SEA ACTION, JANUARY 24, 1915,"—BY ARTHUR J. W. BURGESS.

The battle-cruiser "Lion," flag-ship of Vice-Admiral Sir David Beatty, led the attack in the North Sea battle, opening the action at long range with her giant 13.5-inch guns. She inflicted, as German survivors admitted, appalling damage on the "Blücher," the German rearmost ship, and, leaving her to be finished off by other British ships coming up astern, dealt little less fearful havoc on board the others

of the enemy as they fled headlong. The "Lion" and "Tiger" (the latter was close astern) suffered the heaviest losses, being, as the Admiralty stated "in action alone for some time." At that point it was that a German shell temporarily disabled the "Lion," and the flagship with a gaping hole in her bows at the water-line, had to drop back and let the ships in rear pass her.—[Copyright Reserved by the Artist.]



THE WAR, AT THE ACADEMY: "HOMELESS," BY RICHARD JACK, A.R.A.—THE FLIGHT FROM THE GERMAN HORDES.

In the stress of the more recent events of the war, it is inevitable that the sufferings of the peasantry in Belgium and Northern France from the German invasion should receive less notice than they did in the earlier stages of the war. It is well that these cruel scenes should be remembered, lest we forget that the repatriation of these homeless refugees, and the righting of their wrongs, is part of the task

which Britain has undertaken. Sir Gilbert Parker has described how he "watched fugitives crossing the frontier into Holland, with all their worldly goods upon their shoulders or in their hands, or with nothing at all. . . . Since the fall of Antwerp" (he continued) "there have passed through Bergen-op-Zoom 250,000 hunger-marchers with no resources."—[Copyright Reserved by the Artist.]



TORPEDOED AT NIGHT BY AN AUSTRIAN SUBMARINE IN THE ADRIATIC: THE FRENCH ARMoured CRUISER "LEON GAMBETTA."

The "Léon Gambetta" was sunk by the Austrian submarine "U 5" in the Straits of Otranto, at the entrance to the Adriatic, at one in the morning of April 27, in circumstances not unlike those in which the "Formidable" was sunk in the Channel on New Year's morning. Two torpedoes struck the ship, destroying the wireless installation. An attempt to beach the vessel on the nearest shore proved

impossible. The "Gambetta" went down in ten minutes, and only 136 of her crew of 710 were saved, through the promptitude of Italian torpedo-craft in the neighbourhood. Rear-Admiral Sini and the officers went down at their posts. The "Léon Gambetta" was of 12,416 tons displacement, 23 knots speed, and was built at a cost of £1,177,677, fourteen years ago.



WITH SIR IAN HAMILTON: FIELD ARTILLERY MARCHING PAST THE GENERAL AT A PARADE OF TERRITORIAL
AND COLONIAL TROOPS AT MENA CAMP, NEAR CAIRO.—[PHOTOGRAPH BY TOPICAL.]



ANCIENT WONDERS OF THE WORLD PHOTOGRAPHED FROM A NEW WONDER OF THE WORLD: THE PYRAMIDS
AND THE SURROUNDING DESERT "TAKEN" FROM AN AEROPLANE.—[PHOTOGRAPH BY KOELER.]

HOW IT WORKS: XVI.—WATER-SUPPLY IN THE FIELD.

THE provision of a plentiful supply of water for field-service troops is of such importance as to become one of the first considerations in the selection of a camping-ground.

Fresh water is found in a natural state as (1) rain or snow, (2) ground water in springs and wells, (3) surface water in pools, lakes, or streams. The difficulty of collecting rain-water in sufficient quantities makes the first of these comparatively valueless. The second, however, is largely used when no good surface water is available; but a certain amount of work is entailed, as a water-lifting plant of some kind is generally required after the necessary well-sinking operations are complete.

In situations where the water lies near the surface a common well is sunk and the supply drawn from it.

Water-bearing gravel or sand is sometimes covered by a layer of rock which is impervious to water. When this occurs in a hilly district it is frequently possible to construct a tube-well which will deliver a considerable pressure of water without pumping, as the level of the underground water is higher at some point than that of the pipe outlet (Fig. 1, on this page).

When surface water is obtainable, it is frequently desirable to use the same stream for all camp purposes. Great care is, therefore, necessary to prevent contamination of the water to be used for drinking and cooking whilst other uses are being made of the stream.

In order to effect this, as shown in Fig. 2 (on the opposite page), the drinking and cooking water is pumped from the highest point in the utilised section of the stream without disturbing the bottom, this water being stored in water-carts for transport. Below the pumps a slope or

ramp is made, by which access to the stream may be obtained in order to fill the men's water-bottles. This point is marked with a white flag. Below this again, two other ramps are provided, the upper one of which allows the horses to enter the water to drink and cool their legs, during which occupation they pass further down the stream to the lower one, by which they regain the bank. The upper of these two ramps is marked with a blue and the lower with a red flag. Below these again, the men

bathe and wash their clothes. If this scheme be strictly carried out the operations can go on continuously, as the stream automatically carries away all contamination and supplies fresh water sufficiently pure for each purpose.

It is not always possible to use the water at the point of supply, and it therefore becomes necessary to convey it to and store it in the neighbourhood of the camp. A convenient form of storage-tank may be constructed by digging a hole in the ground and lining it with a waterproof wagon-sheet (Fig. 3). Another form of the same tank may be made by driving a number of stakes into the ground and lashing the edge of a wagon-cloth to their top ends (Fig. 4).

When the scene of operations lies on the side of a canal whose water surface is higher than the level of the surrounding country, the water may be transferred from the canal to supply troughs or conduits by means of a "field syphon."

To construct this, a barrel or tank is placed on the bottom of the canal to form a strainer, and from this a pipe or hose is carried over the bank to the trough below (Fig. 5). If this pipe be filled with water and kept full until it is placed in such a position that its inlet end is below the surface of the canal, and its delivery end at a level also below that surface, the water will flow from its delivery end so long as these conditions remain in force.

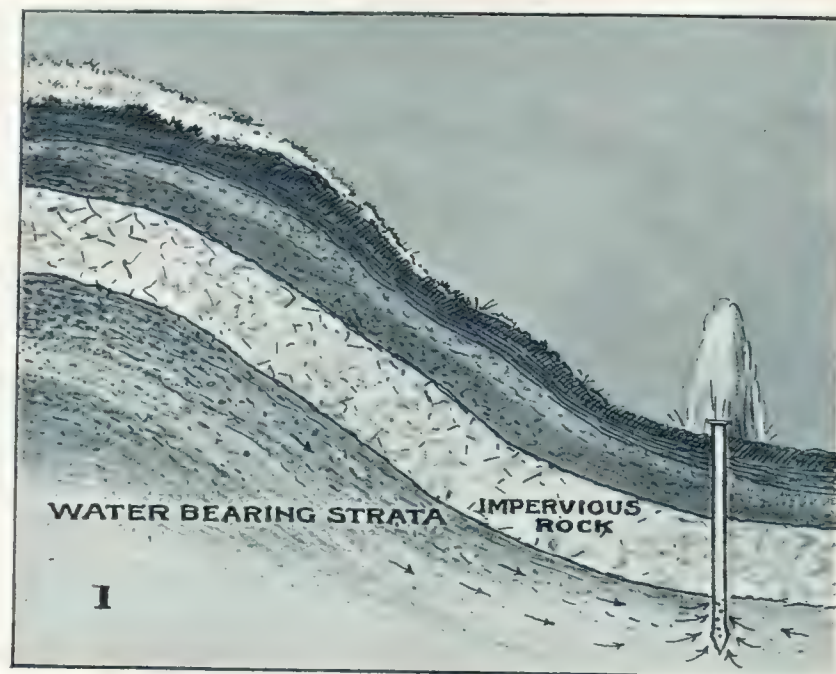
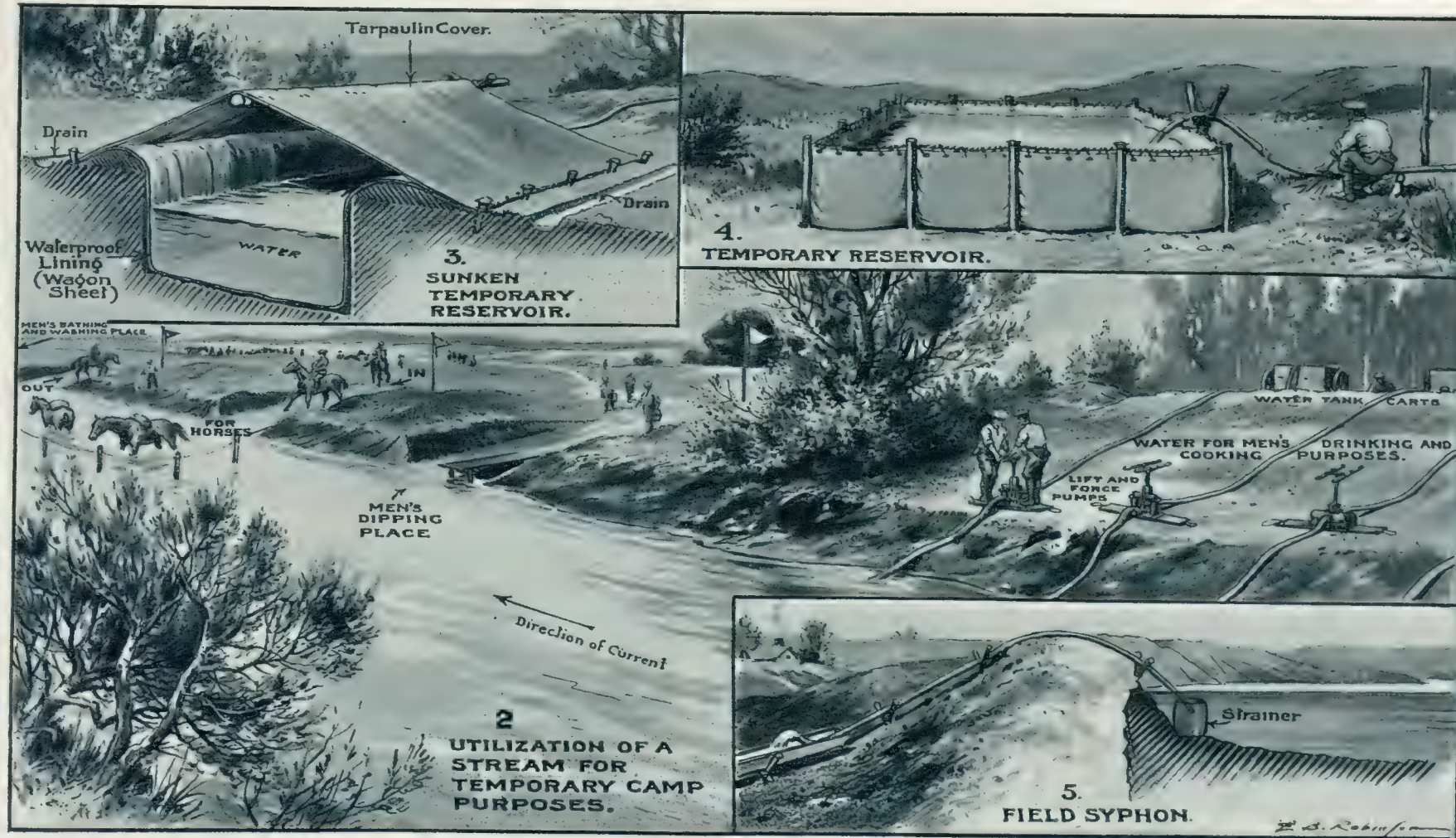


FIG. 1.—HOW WATER-BEARING STRATA IN HILLY COUNTRY MAY BE TAPPED TO SUPPLY AN ARMY: A TUBE-WELL DRIVEN THROUGH ROCK IMPERVIOUS TO WATER.



HOW IT WORKS: VARIOUS WAYS OF OBTAINING AND STORING A SUPPLY OF WATER FOR TROOPS IN THE FIELD.

In our last number we illustrated on this page different types of ovens and field-kitchens for cooking the food of an army in the field. Equally important, of course, is the provision of a pure and adequate water-supply, and several methods of doing so are explained in the article on the page opposite and illustrated in the above drawings. When the field of operations is near a large town whose water-

supply arrangements have remained intact, the question solves itself, but in any other circumstances it requires careful and experienced handling. In a country where water lies near the surface, a common well is sunk and the supply drawn from it. Where there is plenty of surface water near the camp, the matter is comparatively simple. A stream is used as shown in Fig. 2.



HOLDING THE BARRICADE: A HEROIC FRENCH SOLDIER
AT BEAUSÉJOUR.—[DRAWN BY J. SIMONT.]



VOLUNTEERS FOR A NIGHT ATTACK: FRENCH SOLDIERS
RECEIVING ABSOLUTION FROM A SOLDIER-PRIEST.



A CHEVALIER OF THE LEGION OF HONOUR: A WOUNDED FRENCH CAPTAIN, ABOUT TO UNDERGO A PERILOUS OPERATION, DECORATED BY HIS GENERAL IN A FIELD-HOSPITAL.—[DRAWN BY GEORGES SCOTT.]



LEADERS OF THE VICTORIOUS "FORLORN HOPE" CHARGE AT DRY-GRACHTEN: THE FRENCH FUSILIERS MARINS.

Like their mountaineer counterparts—in a sense—the Chasseurs Alpains of the Vosges battles, the Fusiliers Marins, or French Naval Brigade, fighting in West Flanders, have won a niche of their own in the Temple of Fame of their countrymen. They are all bluejackets uniformed as linesmen, with sailor caps of the Brest and Cherbourg squadrons, and were formed into a brigade last autumn, to reinforce

the Belgians in the Nieuport-Dixmude district. For the marvellous intrepidity they displayed, President Poincaré, in January, personally presented the Brigade with a standard. Their latest feat of heroism was at Dry-Grachten, where one of their companies led the "forlorn-hope" charge which won the desperate fight. They hurled the Germans back across the river, returning to camp with their flag in tatters.



AFTER THE AIR RAID OF APRIL 30: AN EXPLOSIVE-SHELL HOLE AT BURY ST. EDMUNDS. It is at least possible to congratulate the inhabitants of Bury St. Edmunds upon the comparative futility of the recent German air raid upon their beautiful and historic old town. A hole in the ground made in Northgate Avenue, the burning of some shops in the Butter Market, and a small outbreak at St. Andrew's Hall, virtually cover the damage done. There is good reason to be glad that the fine old



AFTER THE AIR RAID OF APRIL 30: SHOPS FIRED BY AN INCENDIARY SHELL. church of St. Mary, built in 1005 and rebuilt in 1424; the church of St. James, built by Abbot Anselm in 1125; the Norman Tower, built about 1030, by Abbot Baldwin; and the Grammar School, founded by Edward VI., happily escaped. The town is rich in legends of the miracle-working tomb of the murdered and canonised King Edmund, which gave the town its earlier name of St. Edmundsbury.



FOR VALOUR IN THE GREAT WAR: FOUR MORE HEROIC SOLDIERS GAZETTED AS BEING AWARDED THE VICTORIA CROSS.

Of four recipients of the Victoria Cross gazetted on April 28, two have died of their wounds. Private William Buckingham, 2nd Leicestershires (No. 1), won his Cross for bravery and devotion to duty in rescuing wounded under heavy fire, at Neuve Chapelle. Acting-Corporal Cecil Reginald Noble (No. 2), late 2nd Rifle Brigade (died of wounds), won his Cross for most conspicuous bravery on March 12,

at Neuve Chapelle, cutting wire-entanglements under very severe fire. Private Jacob Rivers (No. 3), late 1st Nottinghamshire and Derbyshire Regiment, won his Cross at Neuve Chapelle, when he crept alone, twice, to within a few yards of the enemy, hurled bombs, and caused them to retire. On the second occasion he was killed. Co.-Sergt.-Major Harry Daniels (No. 4) won his Cross in sharing the brave act of Corporal Noble.



FIGHTERS FOR THE FREEDOM OF EUROPE: VI. OFFICERS OF THE 8TH BATTALION, THE NORFOLK REGIMENT.

Our group of officers includes the following: In the Back Row, standing (left to right), are: Lieut. C. Sheldon, 2nd Lieut. A. H. Graves, 2nd Lieut. H. F. Hayes, 2nd Lieut. E. J. Pryor, 2nd Lieut. G. E. Miall Smith and 2nd Lieut. R. L. Beckerson. In the Middle Row are: 2nd Lieut. H. J. Impson, 2nd Lieut. H. McNicol, Lieut. J. F. Evans, 2nd Lieut. W. G. Evans, Lieut. O. C. Izard, 2nd Lieut. W. C. Morgan, 2nd Lieut. S. Cozens-Hardy, 2nd Lieut. H. N. Hughes, 2nd Lieut. J. H. Dugdale, 2nd Lieut. E. E. M. Neilson, Lieut. A. J. H. Patten, Lieut. L. F. St. J. Davies, 2nd Lieut. R. Grand, and 2nd Lieut.

S. A. H. Wharton. In the Front Row are: Lieut. F. W. L. Glead (Qr.-Mstr.), Capt. C. A. Ashdown, Capt. H. P. M. Berney-Ficklin (Adjt.), Major H. G. de L. Ferguson, D.S.O., Lieut. W. F. Forbes, R.A.M.C., 2nd Lieut. A. T. M. Berney-Ficklin, Capt. J. H. Hall and Lieut. B. P. Ayre. The Norfolks won their Britannia badge in battle two centuries ago. They went through the Peninsular War with Wellington, fought at Sebastopol, served with Roberts in Afghanistan, and Kitchener in South Africa. They wear a black line in their regimental lace commemorating how they formed the burying party for Sir John Moore.—[Photo. by Bassano.]



FIGHTERS FOR THE FREEDOM OF EUROPE: VI. THE 8TH (SERVICE) BATTALION NORFOLK REGIMENT UNDER TRAINING FOR THE FRONT.

The 8th (Service) Battalion of the Norfolk Regiment forms the sixth in our series, and incidents connected with its training for active field work are shown above. Photograph No. 1 shows the Battalion transport on a route-march near Hollesley, on the Norfolk coast; No. 2 is incidentally interesting in showing how, in consequence of practically all our horses being needed for the cavalry and artillery, the "horsing"

of the transport column has had to be effected by means of mules—an experiment that has proved successful in all the corps in which it has been tried. No. 3 shows a squad at practice opposing an enemy's raid on a baggage-wagon; and the fourth speaks for itself. The white horse, when at the front, will doubtless be dyed a less conspicuous colour.—[Photos. by S. and G.]



FIGHTERS FOR THE FREEDOM OF EUROPE: VI. THE 8TH (SERVICE) BATTALION NORFOLK REGIMENT UNDER TRAINING FOR THE FRONT.

The Norfolk Regiment, which has Britannia for its badge and the King himself (whose country home at Sandringham is, of course, in the county) as its Colonel-in-Chief, numbers altogether 10 battalions: 2 of Regulars; 1 of Special Reserve (the old Militia); 3 of Territorials; and 4 "Service" Battalions, raised since the war began. The 8th Battalion, with the training of which our illustrations have particularly

to do, was raised last September. Photograph No. 1 shows a group of some of the N.C.O.'s of the Battalion. No. 2 is a route-march wayside scene, with the Battalion resting while the men have a hasty meal. No. 3 shows a party who have had to fall out from sore feet, lying down by a temporary rest-camp. No. 4 is a cognate detail—foot-inspection in progress after a long march.—[Photos. S. and G.]



STONE-BREAKING AND WOOD-SAWING: GERMAN PRISONERS WORKING IN FRANCE; AND EVIDENTLY NOT SORRY TO HAVE SOMETHING TO DO.

In view of the "reprisal" arrests in Germany, and of various other matters, particular interest continues to attach to the treatment of prisoners of war. The photographs on this page were taken during the visit of the French Minister of War, M. Millerand, to various places in France at which Germans taken in battle are interned. In the first illustration German prisoners, their eyes protected by goggles, are

breaking stones for road repair, in the state quarries at Vallet, in Brittany. In the second photograph prisoners are seen loading the broken stones on trucks of a light railway which runs through the quarry. In the third, prisoners are hauling a stone-cart at Montfort. The fourth photograph, also taken at Montfort, shows German prisoners sawing timber.—[Photos. by S. and G.]



THE FOOLISH INTERNATIONAL WOMAN'S CONGRESS AT THE HAGUE: A MEETING WHICH ENDED IN "WAR."

The futile and foolish International Woman's Congress at the Hague, which the opportune stoppage of passenger traffic to Holland prevented delegates from England attending, hardly created comic relief amid the great world's tragedy enacted almost within earshot of the speechifying. One episode, illustrated above, was "a pause in silent reverence for the dead," during which, we are told, "women wept,

and the meeting was suspended until they regained their composure." The German delegates dominated everything, aiming to influence neutrals. Their main effort was spoiled by an English Suffragette, who declared, regardless of hisses: "For every woman in England for peace, a thousand would be fighting for France if they could."—[Photo. by Newspaper Illustrations.]

10"x8" glossy unglazed



FROM A WAR-SKETCH: THE GERMAN "POISON BELT"—A PICTURE REPRODUCED IN COLOURS IN THE "ILLUSTRATED LONDON NEWS."

This interesting picture, showing how the clouds of asphyxiating gases released by the Germans near Langemarck rolled towards the French trenches, compelling the Zouaves and Turcos who held them to retire, is given as a colour-plate with the "Illustrated London News" for May 8. The use of colour for war work affords one more example of the enterprise and initiative of that paper, which, it will be

recalled, led the way in using colour-photography and in adopting special photogravure machinery for current illustrations. On the extreme left is the edge of the wood where the four Canadian guns were temporarily lost and gallantly recaptured. On the right in the distance is Poelcapelle, and seen over the gas cloud in the centre are the roofs of Langemarck. *[From a Colour-Sketch.]*

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